

## Employee Locator

query by building and room

<b>Name</b> <b>Employee No</b> <b>Organization</b> <b>Email</b>		GRAHAM MATTHEW C 64695 GROUP ART UNIT 3613 <u>matthew.graham@uspto.gov</u>					
<b>Primary</b>	<b>Bldg</b>	<b>Floor</b>	<b>Suite</b>	<b>Corr.</b>	<b>Room</b>	<b>Zone</b>	<b>Planned Move</b>
*	PK5	6		A	07		
CONTACT NUMBER							
<b>Primary</b>	<b>Type</b>		<b>Number</b>			<b>Ext</b>	<b>Planned Move</b>
*	Phone		(703)308-2570				

# Deutsches Patent- und Markenamt

80297 München

6A07

Für  Anmelder / Antragsteller

## Anlage 2

zur Mitteilung der ermittelten Druckschriften

Aktenzeichen

198 25 231.5

Erläuterungen zu den ermittelten Druckschriften:				
1	2			3
Kategorie	Ermittelte Druckschriften/Erläuterungen			Betrifft Anspruch
Y	DE	196 40 767 A1	Anspr. 1-14	1-11
X	DE	195 15 842 A1	Zusammenf.	1-11
A	DE	44 25 477 A1	Anspr. 1	1
Y	DE	42 17 409 A1	Zusammenf.	1-11
Y	DE	195 26 659 A1	insges. bes. Sp. 1, Zeile 46 ff., Sp. 3, Zeile 45 ff.	1-11
E	DE	198 51 996 A1		1-11

**WEST**

Generate Collection

L5: Entry 4 of 5

File: DWPI

Mar 1, 1997

DERWENT-ACC-NO: 1993-387421

DERWENT-WEEK: 199716

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TITLE: Closed loop control of braking pressure in car - using booster activated by difference between actual braking pressure and set point, determined by speed of pedal

INVENTOR: MICHELS, E

PATENT-ASSIGNEE:

ASSIGNEE

CODE

LUCAS IND PLC

LUCA

PRIORITY-DATA: 1992DE-4217409 (May 26, 1992)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
ES 2096288 T3	March 1, 1997		000	B60T013/66
DE <u>4217409</u> A1	December 2, 1993		006	B60T007/12
WO 9324353 A1	December 9, 1993	G	012	B60T013/66
EP 642435 A1	March 15, 1995	G	002	B60T013/66
JP 07507020 W	August 3, 1995		007	B60T013/66
DE <u>4217409</u> C2	March 21, 1996		006	B60T007/12
US 5505526 A	April 9, 1996		006	B60T013/66
EP 642435 B1	January 2, 1997	G	007	B60T013/66
DE 59304998 G	February 13, 1997		000	B60T013/66

DESIGNATED-STATES: DE ES FR GB IT

CITED-DOCUMENTS: 01Jnl.Ref; DE 2249007 ; DE 4004065 ; DE 4028290 ; DE 4102497 ; EP 485367 ; FR 2574355 ; JP61115764 ; DE 3444827

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
ES 2096288T3	May 12, 1993	1993EP-0909973	
ES 2096288T3		EP 642435	Based on
DE 4217409A1	May 26, 1992	1992DE-4217409	
WO 9324353A1	May 12, 1993	1993WO-EP01187	
EP 642435A1	May 12, 1993	1993EP-0909973	
EP 642435A1	May 12, 1993	1993WO-EP01187	
EP 642435A1		WO 9324353	Based on
JP07507020W	May 12, 1993	1993WO-EP01187	
JP07507020W	May 12, 1993	1994JP-0500125	
JP07507020W		WO 9324353	Based on
DE 4217409C2	May 26, 1992	1992DE-4217409	
US 5505526A	May 12, 1993	1993WO-EP01187	
US 5505526A	October 26, 1994	1994US-0325266	
US 5505526A		WO 9324353	Based on
EP 642435B1	May 12, 1993	1993EP-0909973	
EP 642435B1	May 12, 1993	1993WO-EP01187	
EP 642435B1		WO 9324353	Based on
DE59304998G	May 12, 1993	1993DE-0504998	
DE59304998G	May 12, 1993	1993EP-0909973	
DE59304998G	May 12, 1993	1993WO-EP01187	
DE59304998G		EP 642435	Based on
DE59304998G		WO 9324353	Based on

INT-CL (IPC): B60T 7/12; B60T 8/00; B60T 8/44; B60T 13/66; F15B 9/12

ABSTRACTED-PUB-NO: DE 4217409A

BASIC-ABSTRACT:

To control the braking pressure in a car using an electronic brake booster, the movement of the brake pedal is evaluated. The instantaneous speed of movement is calculated. For any particular pedal speed value, there is an assigned theoretical brake pressure value, these values being stored in a memory unit.

The theoretical pressure value is compared with the actual pressure and the brake booster is activated according to the pressure difference.

ADVANTAGE - Closed loop control ensures that brake system works at maximum efficiency.

ABSTRACTED-PUB-NO:

EP 642435B

EQUIVALENT-ABSTRACTS:

A braking pressure control method in a vehicle brake system equipped with an electronically adjustable brake pressure booster (28), with which an actuating speed of the brake pedal (10) is determined and brake pressure boosting effect in response to the same, wherein, during a braking operation, a stored or calculated design or desired value (P soll) of the brake pressure that is exclusively responsive to the instantaneous actuating speed constantly is associated with a respective instantaneous actuating speed (v Ped) of the brake pedal (10), and wherein the brake pressure actual value (P Br) is measured at this instant and compared with the design value, and the brake pressure booster (28) is adjusted in response to the result of the comparison between the design and actual values.

US 5505526A

A brake pressure control method in a vehicle brake system equipped with an electronically adjustable brake pressure booster, with which an actuating speed of a brake pedal is determined and brake pressure boosting effected in response to the same, the method comprising the steps of:

constantly associating a stored brake pressure design value with a respective instantaneous actuating speed of the brake pedal during a braking operation;

measuring an actual brake pressure value and comparing the actual brake pressure value with the design value; and

adjusting a pressure originating from the brake pressure booster in response to a result of the comparison between the design value and the actual value, so that the actual value converges to the corresponding design value.

CHOSEN-DRAWING: Dwg.1/2 Dwg.1/2 Dwg.1/2

TITLE-TERMS: CLOSE LOOP CONTROL BRAKE PRESSURE CAR BOOST ACTIVATE DIFFER ACTUAL  
BRAKE PRESSURE SET POINT DETERMINE SPEED PEDAL

DERWENT-CLASS: Q18 Q57 X22

EPI-CODES: X22-C;

SECONDARY-ACC-NO:

Non-CPI Secondary Accession Numbers: N1993-299162

**WEST**[Generate Collection](#)**Search Results - Record(s) 1 through 2 of 2 returned.****1. Document ID: DE 19851996 A1**

L7: Entry 1 of 2

File: EPAB

May 12, 1999

PUB-NO: DE019851996A1

DOCUMENT-IDENTIFIER: DE 19851996 A1

TITLE: TITLE DATA NOT AVAILABLE

PUBN-DATE: May 12, 1999

## INVENTOR-INFORMATION:

NAME

TAKAHASHI, KIMIO

COUNTRY

JP

INT-CL (IPC): B60T 13/66; B60T 7/02; B60T 8/00

Full	Title	Citation	Front	Review	Classification	Date	Reference
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KWIC	Draw Desc	Image
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**2. Document ID: US 6109703 A, DE 19851996 A1, JP 11139297 A, JP 11227598 A**

L7: Entry 2 of 2

File: DWPI

Aug 29, 2000

DERWENT-ACC-NO: 1999-304044

DERWENT-WEEK: 200043

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TITLE: Control system for vehicle brake

INVENTOR: TAKAHASHI, K

PRIORITY-DATA: 1998JP-0033151 (February 16, 1998), 1997JP-0308826 (November 11, 1997)

## PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
US 6109703 A	August 29, 2000		000	B60T008/32
DE <u>19851996</u> A1	May 12, 1999		020	B60T013/66
JP 11139297 A	May 25, 1999		007	B60T008/88
JP 11227598 A	August 24, 1999		009	B60T013/74

INT-CL (IPC): B60T 7/02; B60T 8/00; B60T 8/32; B60T 8/88; B60T 13/66; B60T 13/74; B60T 17/22

Full	Title	Citation	Front	Review	Classification	Date	Reference
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KWIC	Draw Desc	Clip Img	Image
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**WEST**Generate Collection

L7: Entry 1 of 2

File: EPAB

May 12, 1999

PUB-NO: DE019851996A1  
DOCUMENT-IDENTIFIER: DE 19851996 A1  
TITLE: TITLE DATA NOT AVAILABLE

PUBN-DATE: May 12, 1999

## INVENTOR-INFORMATION:

NAME

TAKAHASHI, KIMIO

COUNTRY

JP

## ASSIGNEE-INFORMATION:

NAME

AKEBONO BRAKE IND

COUNTRY

JP

APPL-NO: DE19851996

APPL-DATE: November 11, 1998

PRIORITY-DATA: JP30882697A (November 11, 1997), JP03315198A (February 16, 1998)

INT-CL (IPC): B60T 13/66; B60T 7/02; B60T 8/00

ABSTRACT:

**WEST**

End of Result Set

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L6: Entry 1 of 1

File: DWPI

Feb 3, 2000

DERWENT-ACC-NO: 1997-088294

DERWENT-WEEK: 200011

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TITLE: Brake control for motor vehicle - monitors rate of application of brake pedal to generate optimum retardation for vehicle

INVENTOR: WISS, H

PATENT-ASSIGNEE:

ASSIGNEE

CODE

BOSCH GMBH ROBERT

BOSC

PRIORITY-DATA: 1995DE-1026659 (July 21, 1995)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
DE <u>19526659</u> C2	February 3, 2000		000	B60T008/60
DE <u>19526659</u> A1	January 23, 1997		005	B60T008/32
GB 2303417 A	February 19, 1997		011	B60T008/72
JP 09030394 A	February 4, 1997		005	B60T008/72
KR 97006020 A	February 19, 1997		000	B60T008/66
GB 2303417 B	March 18, 1998		000	B60T008/72
US 5816666 A	October 6, 1998		000	B60T008/34

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
DE 19526659C2	July 21, 1995	1995DE-1026659	
DE 19526659A1	July 21, 1995	1995DE-1026659	
GB 2303417A	July 4, 1996	1996GB-0014081	
JP 09030394A	May 30, 1996	1996JP-0136416	
KR 97006020A	July 19, 1996	1996KR-0029266	
GB 2303417B	July 4, 1996	1996GB-0014081	
US 5816666A	June 14, 1996	1996US-0663677	

INT-CL (IPC): B60T 7/12; B60T 8/32; B60T 8/34; B60T 8/60; B60T 8/66; B60T 8/72; B60T 8/32; B60T 8/32; B60T 13/74

RELATED-ACC-NO: 1997-066480

ABSTRACTED-PUB-NO: DE 19526659A

BASIC-ABSTRACT:

The brake control monitors the force applied to the brake pedal as well as the



rate at which the brake pedal is pressed to generate optimum retardation signals for the vehicle, following a preset program. The individual wheel brakes are controlled by the system to provide the optimum retardation for the vehicle independent of the vehicle loading.

The system caters for panic braking to provide a rapid brake control in all types of condition ie. cornering, different road grip etc. The brake are applied hydraulically, pneumatically or by any other conventional means.

ADVANTAGE - Improved brake control independent of vehicle loading.

ABSTRACTED-PUB-NO:

GB 2303417B

EQUIVALENT-ABSTRACTS:

The brake control monitors the force applied to the brake pedal as well as the rate at which the brake pedal is pressed to generate optimum retardation signals for the vehicle, following a preset program. The individual wheel brakes are controlled by the system to provide the optimum retardation for the vehicle independent of the vehicle loading.

The system caters for panic braking to provide a rapid brake control in all types of condition ie. cornering, different road grip etc. The brake are applied hydraulically, pneumatically or by any other conventional means.

ADVANTAGE - Improved brake control independent of vehicle loading.

US 5816666A

The brake control monitors the force applied to the brake pedal as well as the rate at which the brake pedal is pressed to generate optimum retardation signals for the vehicle, following a preset program. The individual wheel brakes are controlled by the system to provide the optimum retardation for the vehicle independent of the vehicle loading.

The system caters for panic braking to provide a rapid brake control in all types of condition ie. cornering, different road grip etc. The brake are applied hydraulically, pneumatically or by any other conventional means.

ADVANTAGE - Improved brake control independent of vehicle loading.

CHOSEN-DRAWING: Dwg.1/1 Dwg.1

TITLE-TERMS: BRAKE CONTROL MOTOR VEHICLE MONITOR RATE APPLY BRAKE PEDAL GENERATE OPTIMUM RETARD VEHICLE

DERWENT-CLASS: Q18 X22

EPI-CODES: X22-C02C;

SECONDARY-ACC-NO:

Non-CPI Secondary Accession Numbers: N1997-072589

**WEST**

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L4: Entry 3 of 9

File: DWPI

Jan 25, 1996

DERWENT-ACC-NO: 1996-077926

DERWENT-WEEK: 199609

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TITLE: Brake pedal apparatus for vehicle braking equipment - in which force-displacement characteristic of brake pedal is changed by presence of fault function of braking equipment.

INVENTOR: DIECKMANN, T

PATENT-ASSIGNEE:

ASSIGNEE

CODE

CONTINENTAL AG

CONW

PRIORITY-DATA: 1994DE-4425477 (July 19, 1994)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
DE 4425477 A1	January 25, 1996		004	B60T017/22
DE 4425477 C2	July 10, 1997		004	B60T017/22

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
DE 4425477A1	July 19, 1994	1994DE-4425477	
DE 4425477C2	July 19, 1994	1994DE-4425477	

INT-CL (IPC): B60T 7/06; B60T 13/66; B60T 17/22; G05G 1/14

ABSTRACTED-PUB-NO: DE 4425477A

BASIC-ABSTRACT:

The brake pedal apparatus in a motor vehicle drives an electrical braking equipment. The apparatus has a sensor for generating an electrical control valve and a spring-loaded device (17) which achieves a force-displacement characteristic of the brake pedal.

The force-displacement characteristic is changed by the presence of a fault function of the braking equipment. In one embodiment the device for changing the force-displacement characteristic of the brake pedal is driven by one of the functions of the control unit (34) which monitors the braking equipment.

ADVANTAGE - Gives driver more reliable feedback about functioning or disturbance of electrical braking equipment.

CHOSEN-DRAWING: Dwg.2/2

TITLE-TERMS: BRAKE PEDAL APPARATUS VEHICLE BRAKE EQUIPMENT FORCE DISPLACEMENT CHARACTERISTIC BRAKE PEDAL CHANGE PRESENCE FAULT FUNCTION BRAKE EQUIPMENT

DERWENT-CLASS: Q18 X22

**WEST****End of Result Set**☐ **Generate Collection**

L3: Entry 1 of 1

File: DWPI

Aug 8, 2000

DERWENT-ACC-NO: 1996-486495

DERWENT-WEEK: 200040

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TITLE: Reference element for brake pedal in motor vehicle - has output signals of two sensors operating according to different principles connected in parallel weighted to produce reference values in input circuits

INVENTOR: FEIGEL, H; KLEIN, A ; NEUMANN, U ; SCHIEL, L

## PATENT-ASSIGNEE:

ASSIGNEE

CODE

ITT AUTOMOTIVE EURO GMBH

INTT

CONTINENTAL TEVES &amp; CO OHG AG

TEVE

CONTINENTAL TEVES AG &amp; CO OHG

TEVE

ITT MFG ENTERPRISES INC

INTT

PRIORITY-DATA: 1995DE-1015842 (April 29, 1995)

## PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
US 6099086 A	August 8, 2000		000	B60T015/14
DE <u>19515842</u> A1	October 31, 1996		006	G05B001/01
WO 9634784 A1	November 7, 1996	G	015	B60T015/14
EP 824433 A1	February 25, 1998	G	000	B60T015/14
JP 11504296 W	April 20, 1999		013	B60T013/66
EP 824433 B1	August 25, 1999	G	000	B60T015/14
DE 59602881 G	September 30, 1999		000	B60T015/14

DESIGNATED-STATES: JP US AT BE CH DE DK ES FI FR GB GR IE IT LU MC NL PT SE DE  
FR GB DE FR GB

CITED-DOCUMENTS:DE 3504096; EP 190411 ; US 5230549

## APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
US 6099086A	April 3, 1996	1996WO-EP01455	
US 6099086A	January 12, 1998	1998US-0945619	
US 6099086A		WO 9634784	Based on
DE 19515842A1	April 29, 1995	1995DE-1015842	
WO 9634784A1	April 3, 1996	1996WO-EP01455	
EP 824433A1	April 3, 1996	1996EP-0910018	
EP 824433A1	April 3, 1996	1996WO-EP01455	
EP 824433A1		WO 9634784	Based on
JP 11504296W	April 3, 1996	1996JP-0532954	
JP 11504296W	April 3, 1996	1996WO-EP01455	
JP 11504296W		WO 9634784	Based on
EP 824433B1	April 3, 1996	1996EP-0910018	
EP 824433B1	April 3, 1996	1996WO-EP01455	
EP 824433B1		WO 9634784	Based on
DE 59602881G	April 3, 1996	1996DE-0502881	
DE 59602881G	April 3, 1996	1996EP-0910018	
DE 59602881G	April 3, 1996	1996WO-EP01455	
DE 59602881G		EP 824433	Based on
DE 59602881G		WO 9634784	Based on

INT-CL (IPC): B60R 16/02; B60T 7/04; B60T 7/12; B60T 13/66; B60T 15/14; G05B 1/01; G05B 9/03

ABSTRACTED-PUB-NO: DE 19515842A  
BASIC-ABSTRACT:

The reference element includes two sensors (2,3) connected in parallel. Both sensors work according to different principles. Electronic input circuits (4,5) are connected after the sensors.

The sensor output signals (s,p) are weighted and to produce the electrical desired values in the electronic input circuits. The corresponding partial desired values are added. In one embodiment the weighting occurs in dependence on the output signal of at least one of the sensors. Alternatively the weighting occurs dependent on other sensor signals present in the vehicle.

ADVANTAGE - Produces more smooth braking.  
ABSTRACTED-PUB-NO:

EP 824433B  
EQUIVALENT-ABSTRACTS:

The reference element includes two sensors (2,3) connected in parallel. Both sensors work according to different principles. Electronic input circuits (4,5) are connected after the sensors.

The sensor output signals (s,p) are weighted and to produce the electrical desired values in the electronic input circuits. The corresponding partial desired values are added. In one embodiment the weighting occurs in dependence on the output signal of at least one of the sensors. Alternatively the weighting occurs dependent on other sensor signals present in the vehicle.

ADVANTAGE - Produces more smooth braking.

US 6099086A

The reference element includes two sensors (2,3) connected in parallel. Both